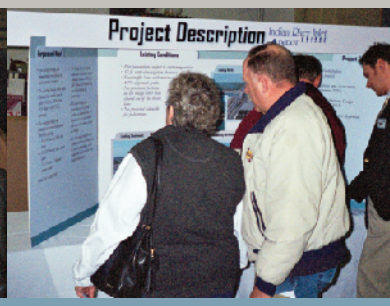
PUBLIC INFORMATION WORKSHOP #1 SUMMARY

Indian River Inlet BRIDGE

DelDOT

REPLACEMENT OF BRIDGE, 3-156, SR1 OVER THE INDIAN RIVER INLET
~ BETWEEN DEWEY AND BETHANY BEACHES, DE



FIGG TEAM: FIGG/RK&K/KRAMER/LDR/MACTEC/MINTZ

REPLACEMENT OF BRIDGE 3-156
SR1 OVER THE INDIAN RIVER INLET
DelDOT Project No. 1204

FOR THE
DELAWARE DEPARTMENT OF TRANSPORTATION

SUMMARY OF THE PUBLIC INFORMATION WORKSHOP #1

Held from 4:00 p.m. to 8:00 p.m.
on Wednesday, February 26, 2003

Lord Baltimore Elementary School Cafeteria
Ocean View, Delaware

INDEX

SECTION

1. SUMMARY

REPLACEMENT OF BRIDGE 3-156
SR1 OVER THE INDIAN RIVER INLET

Between Dewey and Bethany Beaches, Delaware
DelDOT Project No. 1204

SUMMARY OF THE
PUBLIC INFORMATION WORKSHOP #1
Wednesday, February 26, 2003
4:00 p.m. – 8:00 p.m.

Lord Baltimore Elementary School Cafeteria
Ocean View, Delaware

SUMMARY:

Objective:

The objective of the Public Information Workshops is to provide general information regarding the replacement of the Indian River Inlet Bridge to the citizens of Delaware who live and work near the existing bridge site. The Public Information Workshops will provide an open forum where DelDOT and the FIGG Team can interact with the Public to share ideas and present project progress reports.

Kick-off Public Information Workshop:

Four Public Information Workshops have been planned for the preliminary design phase of the project. The first of these workshops was held on Wednesday, February 26, 2003 between 4:00 p.m. and 8:00 p.m. at the Lord Baltimore Elementary School Cafeteria in Ocean View, Delaware. This workshop was advertised in local newspapers and on the Project Website (www.indianriverinletbridge.com). A copy of the advertisement is included in Section 2.

The focus of the first Public Information Workshop was to share specific project information collected to date and to present DelDOT Purpose and Need information.

Each attendee signed in upon entering the cafeteria, listing their name, organization, mailing address, and telephone number. A typed list of attendees is included in Section 3.

Informative Displays:

Displays depicting key project issues, parameters, and procedures were arranged around the perimeter of the Lord Baltimore Elementary School Cafeteria. Each FIGG Team display was staffed by a FIGG Team member and/or a DelDOT representative in order to clarify the information presented or to answer questions about a particular issue or project parameter. In

addition to the FIGG Team displays, the Delaware Department of Natural Resources and Environmental Control was also present at the workshop.

The displays measured 40" high and approximately 8' wide. Each display was placed on tables for easy viewing. Reduced copies of the displays are included in Section 5.

Comment Forms:

Comment forms were distributed for the attendees to provide feedback on the information that was presented. After the workshop, the comment forms were collected and the responses typed. The completed comment forms and the typed responses may be found in Section 6.

Next Steps:

The second Public Information Workshop will be held in April. This workshop will follow the first Design Charette scheduled for April 9 and 10, 2003. The purpose of the second Public Information Workshop will be to summarize the participant selections made at the first Charette.

2. ADVERTISEMENT

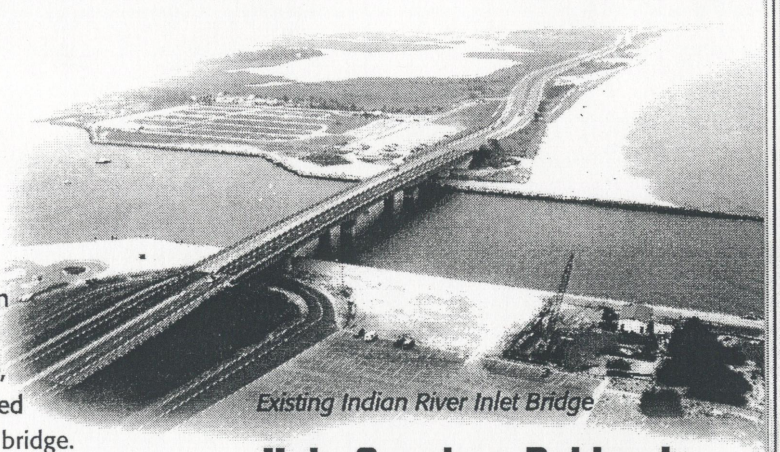
DelDOT F.Y.I.

A New Bridge for Indian River Inlet...

Bring Us Your Ideas!

Despite preventative maintenance over the years, severe tidal erosion is occurring at the foundation of the SR 1 Indian River Inlet Bridge. While safe at this time, DelDOT has decided to proceed with the replacement of the bridge. You are invited to learn more and contribute your ideas about the project at a public workshop planned for Wednesday, February 26 at Lord Baltimore Elementary School. You will:

- Learn why the bridge is being replaced.
- Hear how the design of the new bridge will be created.
- Meet and talk to the Project Team.
- Learn how you can be involved.
- Contribute your ideas!



Existing Indian River Inlet Bridge

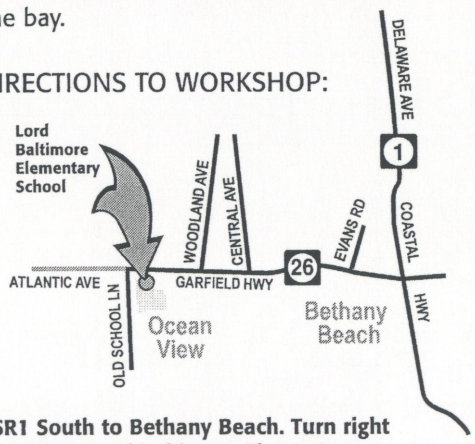
PUBLIC WORKSHOP
Wednesday, February 26
4:00 - 8:00 PM

Lord Baltimore Elementary School Cafeteria
Route 26, Ocean View

Help Create a Bridge to a More Livable Delaware

FIGG Bridge Engineers, designers of the SR 1 Bridge over the Chesapeake and Delaware Canal, have been selected to design the Inlet Bridge. But the final design will be a collaboration between DelDOT, the Project Team, and the community. The plan is to design not only a functional structure for vehicles, bicycles and pedestrians, but also a livable design that will complement the natural beauty and recreational character of the Inlet where the ocean meets the bay.

DIRECTIONS TO WORKSHOP:



SR1 South to Bethany Beach. Turn right on SR26. Lord Baltimore Elementary School is about 2.2 miles on the left.

For More Information:
Visit **www.indianriverinletbridge.com** or write DelDOT's Office of Public Relations at PO Box 778, Dover, DE 19903 or call 1-800-652-5600.

DelDOT

3. SIGN-IN SHEET

Indian River Inlet Bridge Replacement

Public Workshop

SIGN-IN SHEET

Wednesday, February 26, 2003 **Lord Baltimore Elementary School**

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Lee Boyle		101 Naomi Drive, Millville, DE	301-539-7342
Fred Schettie		P. O. Box 837, Oceanview, DE 19970	302-537-9486
Joseph DeMul	AARP	100 Layton Drive, South Bethany, DE 19930	302-537-5297
Lloyd D. Hughes	AARP	152 Layton Drive, South Bethany, DE 19930	302-537-2359
Gerald Hocker	Rep. 38th	P. O. Box 930, Ocean View, DE 19970	302-539-4140
W. T. Kellam	Self	14 Indian Queen Lane, Dagsboro, DE 19939	302-539-6181
Jim Winnerling		RD 3, Box 176-C, Millsboro, DE 19966	302-934-7948
Diann Nazarian	Self	P. O. Box 763, Bethany Beach, DE 19930	302-539-3339
Bob Wotring	Self	305 Canary Ct., Lewes, DE 19958	302-645-9122
Geo. B. Cole	Sus. Co. Co.	Georgetown, DE	302-855-7741
Richard Barron		295 Rehoboth Bay Comm., Rehoboth Beach, DE 19971	302-226-9026
Suzanne E. Milon		614 Sawmill Drive, Dagsboro, DE 19939	302-541-8391
Bill Milon	Self (Retired engineer)	614 Sawmill Drive, Dagsboro, DE 19939	302-541-8391
Butch Evans	Self	P. O. Box 1284, Millville, DE 19970	302-539-9162
Clark Evans	Self	P. O. Box 1384, Millville, DE 19970	302-537-7471
Karen Fabryka	Self	289 Yacht Basin Road, Ocean View, DE 19970	Unlisted
Greg A. Hastings	Self	102 Central Avenue, Oceanview, DE 19970	302-537-5760 office 302-934-6277
Karen McGrath	Bethany-Fenwick Area Chamber of Commerce	P. O. Box 1450, Bethany Beach, DE 19930	302-539-2100 x.14
Robert (Bob) Cestone	Self	135 Layton Drive, Bethany Beach, DE 19930	302-537-1660

NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Bill & Melanie Ettinger		87 Woods Drive, Lewes, DE 19958	302-947-9297
Andy Serrell	Aerographics Aerial Photography	8 Portage Court, Berlin, MD 21811	410-641-8009
Andrew Keegan	Cape Gazette	36 Midway Shopping Ctr, Rehoboth Beach, DE 19971	302-645-7700
Tom Myers	FHWA	300 S New St, Suite 210C, Dover, DE 19904-6726	302-731-3819
Harold (Harry) Steele	Bethany Beach Town Council	P.O. Box 447, Bethany Beach, DE 19930	302-539-6355
Sara Graham	Sussex Countian	115 N. Rall St, Georgetown, DE 19947	302-856-0026
Mick Neal	Sussex Countian	115 N. Rall St., Georgetown, DE 19947	302-856-0026
Robert Stickels	Sussex Co. Council	P. O. Box 589, Georgetown, DE 19947	302-855-7742
Pete Schwartzkopf	State Representative	24 Coventry Rd., Rehoboth Beach, DE 19971	302-227-6252
Wm. J. Murray	Captain	1 Susan Ln, Ocean View, DE 19970	302-539-7003
Kate Johnson	Congressman Mike Castle	300 S. New Street, Ste 2004, Federal Bldg, Dover, DE 19904	30-856-3334
Baldwin & Sara Tuttle	Self	282 Point Farm, Dagsboro, DE 19939	302-732-3066
Pamela McComas	Bethany-Fenwick Chamber	P. O. Box 1450, Bethany Beach, DE 19930	302-539-2100
Shirley Price	Murrays B&T	RD 2, Box 120, Millville, DE 19970	302-539-6738
Ken Evans		P. O. Box 184, Frankford	
Ed Nazarian		P. O. Box 763, Bethany Beach, DE 19930	302-539-3339

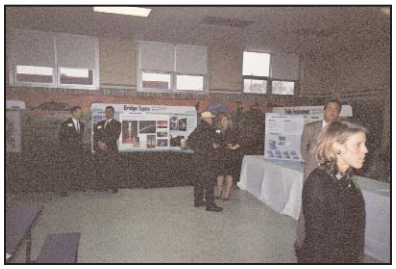
NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Chris Bennett	DNREC-P & R	89 Kings Highway, Dover, DE 19901	302-739-3423
Pat Wright	Mayor Dewey Beach	105 Rodney, Dewey Beach, DE 19971	302-227-6020
Nick Caggiano	Self	RR 1 Box 213B, Ocean View, DE 19970	302-537-6919
Mary & Al Arrighi	Self / Bethany Forest Homeowners Assoc.	502 Fireside Ct., Dagsboro, DE 19939	302-541-8132
Barbara McDonald	Self	722 Hickman Drive, Millville, DE 19970	302-537-7314
Richard Parrett	Bethany Beach Fire	P. O. Box 883, Bethany Beach, DE	302-539-2844
John P. Duffy	WAVE Newspaper	230 Bana Drive	302-537-1881
Catherine Duffy		230 Daina Dr., Oceanview, DE 19970	302-537-1931
Roland E. Carmel		24 Deer Trail, Millville, DE 19970	302-537-3849
Richard G. Collins	Positive Growth Alliance	19211 Beaver Dam Rd., Lewes, DE 19958	302-381-1610
Jeff Sinclair	Sinclairs Café Ltd.	177 E. Main St., Newark, DE 19711	302-368-7755
Tom Ford	(Oak Square Suites, Oceanview, DE) Community Member	RD 4, Box 216A, Bayard, DE 19995	302-537-1919
Larry Agsten		P. O. Box 1395, Ocean View, DE 19970	302-537-1912
Anne & Joseph (Larry) Wood		412 Serrill Ave., Millville, DE 19970	302-537-3677
Capt. John (Jack) H. Evans	Retired Tug Capt.	47 Dukes Dr.	302-539-7370
Glen & Shelly Lovelace	Sussex Bird Club	10931 Pit Rd	302-628-3978
Chris Clark		703 S. Schultz Road, Fenwick Island, DE 19944	302-539-4485

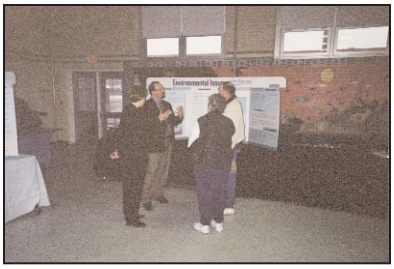
NAME	ORGANIZATION	FULL MAILING ADDRESS	TELEPHONE
Jim & Kathy Reardon		403 River Dr., Millville, DE 19970	302-539-1525
Capt. Larry Weldin	IRBA IRCA	603 David St, Oceanview, DE 19970	302-537-9215
Mr. & Mrs. Roland Holland		8787 Lynch Drive, Delmar, MD	410-896-4325
Ann Berry		15 Coral Line, Frankford 19945	302-539-0687
Jim Berry		15 Coral Line, Frankford 19945	302-539-0687
Dennis Steen		15 Carly Ct., Ocean View, DE 19970	302-537-7081

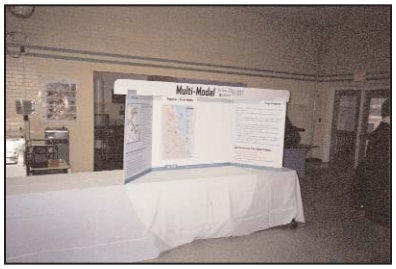
4. PHOTOGRAPHS

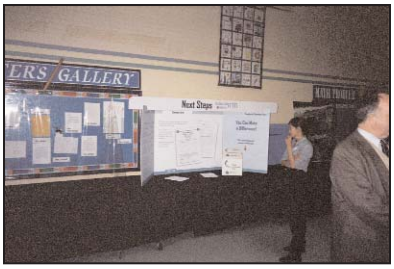
REPLACEMENT OF BRIDGE 3-156
SR1 OVER THE INDIAN RIVER INLET

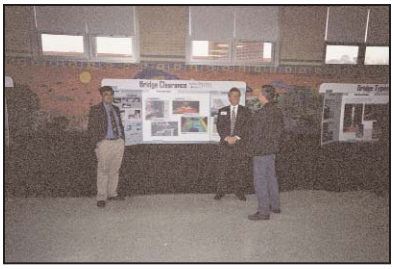
Photographs from
Public Information Workshop#1
February 26, 2003

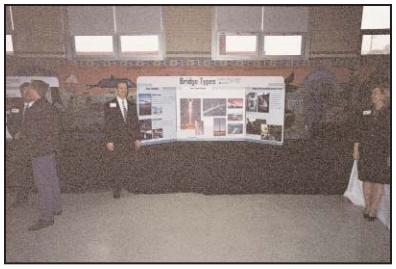












REPLACEMENT OF BRIDGE 3-156
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Photographs from
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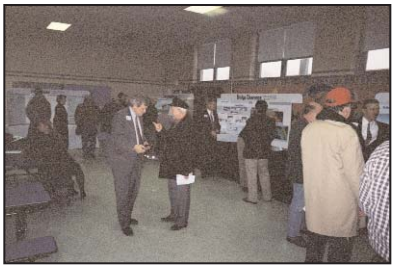
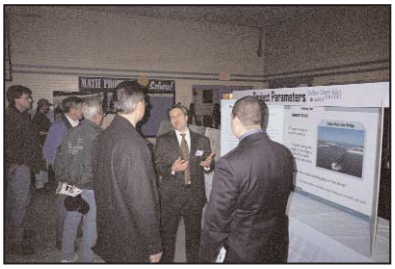
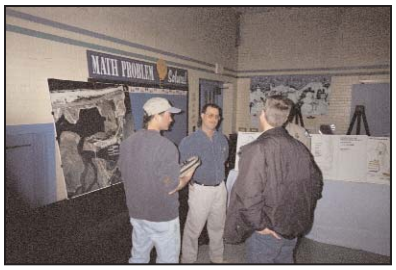






5. DISPLAYS

WELCOME

Indian River Inlet BRIDGE
DelDOT

Welcome

On behalf of the Delaware Department of Transportation (DelDOT), we welcome you to this initial Public Workshop for the replacement of the Indian River Inlet Bridge.

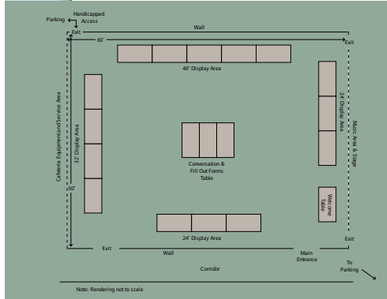
This replacement is being undertaken now because severe scour/ erosion exists in the inlet adjacent to the area of the bridge pier foundations..

We encourage your participation and welcome your comments. Thank you for sharing your valuable time and insights.

Nathan Hayward III
Secretary
Delaware Department of Transportation

Room Layout

Indian River Inlet Bridge
Lord Baltimore Elementary School
Display Layout



Purpose of Meeting

We are here to listen and gain your input.
Let us know what you think.

The displays present introductory information about the proposed project. We would like to increase our knowledge. Please ask questions of the Project Team members and provide us with your comments.

Questions to think about:

Do you have suggestions concerning the replacement of the Indian River Inlet Bridge that are not presented tonight?

Are there items that you believe merit examination?

A Cooperative Effort

The Indian River Inlet Bridge replacement is a cooperative effort:

DelDOT
Delaware Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

Delaware Department of Natural Resources and Environment Control

Sussex County, Delaware

FIGG TEAM

FIGG/RK&K/KRAMER/LDR/MACTEC/MINTZ

PROJECT DESCRIPTION

Indian River Inlet DelDOT BRIDGE

Purpose and Need

- *The existing bridge pier foundations are exposed to severe erosive currents.*
- *The existing Indian River Inlet Channel has eroded over the years (1939 to 1999) from 10 ft. deep to over 52 ft. (average).*
- *The existing bridge pier foundations were stabilized in 1989 by placing:*
  - *— 13,114 tons of filter bed stone*
  - *— 11,925 tons of pier armor stone*
  - *— 3,675 tons of channel armor stone*

(total cost = $2.7M)

- *The Bridge pier foundation underwater inspection surveys completed between 1996 and 2001 show that the rock has moved slightly but is functioning.*
- *While the Bridge pier foundations are safe and continue to be monitored, the Department has determined that now is the time to replace the bridge.*
- *The State will avoid the same erosion problems experienced in the past by providing a new bridge that will span the entire Indian River Inlet.*

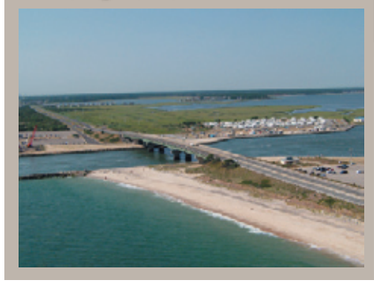
Existing Conditions

- *Pier foundations subject to continuing erosion*
- *35 ft. vertical navigation clearance*
- *Four traffic lanes with minimal shoulders*
- *4.7% approach grades*
- *No provision for bikes on the bridge other than shared use of the travel lane*
- *No protected sidewalk for pedestrians*

Looking North

Looking East

Looking Southwest



Marina Looking Northeast

Project Schedule

Public Involvement and Participation (Continuous throughout project)

Environmental Investigations and Assessments (February 2003 – September 2003)

Project Development and Preliminary Design (February 2003 – September 2003)

Environmental Documents and Permit Approvals (June 2003 – May 2004)

Final Design / Construction Documents (September 2003 – May 2004)

Contract Bid Phase and Award (May 2004 – September 2004)

Construction Activities (September 2004 – September 2006)

FIGG TEAM

FIGG/RK&K/KRAMER/LDR/MACTEC/MINTZ

BRIDGE TYPES

Indian River Inlet DelDOT BRIDGE

Bridge Technology

Delta Frames

Delta frame cable anchorages used during the construction of the Chesapeake & Delaware Canal Bridge significantly reduced cost over more conventional construction methods.

Chesapeake & Delaware Canal Bridge
St. Georges, Delaware

Cradle System

Creation of the cable cradle system on the Maumee River Bridge reduced the overall pylon cross-section thus accommodating the glass feature elements.

New Maumee River Bridge
Toledo, Ohio

Cable-Stayed Bridges

Cable-stayed bridge technology offers an opportunity to create cost effective long span bridges while providing a broad array of aesthetic options.

Clark Bridge
Alton, Illinois

Chesapeake & Delaware Canal Bridge
St. Georges, Delaware

Cochrane Africatown U.S.A. Bridge,
Mobile Alabama

Pereira Dosquebradas Bridge
Colombia, South America

Sunshine Skyway Bridge
Tampa Bay, Florida

Leonard P. Zakim Bunker Hill Bridge
Boston, Massachusetts

Bridges in Environmentally Sensitive Areas

Linn Cove Viaduct
Grandfather Mountain, North Carolina

Utilizing top-down construction, these bridges have been constructed in extremely sensitive environmental areas with minimal impact.

Hanging Lake Viaduct
Glenwood Canyon, Colorado

FIGG TEAM

FIGG/RK&K/KRAMER/LDR/MACTEC/MINTZ

PUBLIC INVOLVEMENT

Indian River Inlet BRIDGE
DelDOT

Design Team Objectives

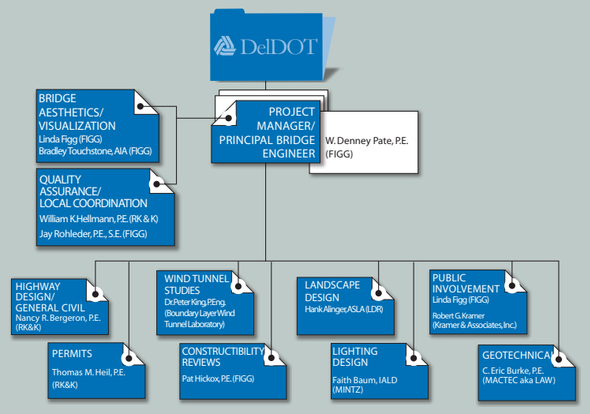
Objectives

Listen first, don't assume!
Get suggestions for project
Learn about key issues and concerns
Describe the project

Audience

Individual interviews with a broad cross-section of local businesses and community leaders, special interest groups, and neighborhood organizations, local and state officials

Project Team



Design Charettes

Through the design charette process, DelDOT and participants (which may include community representatives, neighborhood groups, local governments, the Federal Highway Administration, and the media) come together to work towards developing a bridge design that everyone is agreeable to and all participants will have pride in.
The result is - everyone wins!

Charette Participants

Key Steps at Charettes

- *Assemble Participants*
- *Follow a Set Agenda*
- *Present Options*
- *Encourage Open Discussion*
- *Vote on Preferences*
- *Always Stay Within Budget*
- *Use everyone's time wisely*

Charette Dates

- *Design Charette #1 - April, 2003*
- *Design Charette #2 - May, 2003*

Which groups or individuals would you recommend to participate in the Design Charette?

Public Workshops

"Kick-off" Workshop – February
Present project purpose, schedule, approach and parameters. Solicit feedback

Range of Alternatives Workshop
Present range of alternatives and seek public comment

Preliminary Design Workshop
Present design details for each alternative and request comments

Preferred Alternative Workshop
Present preferred alternative and solicit public input


Design Charette


Charette

Site field trip

FIGG TEAM

FIGG/RK&K/KRAMER/LDR/MACTEC/MINTZ

BRIDGE CLEARANCE

Indian River Inlet BRIDGE
DelDOT

Vessel Types

Pleasure Boats/ Cruisers

- Type: Common Pleasure Boats
- Lengths: 15' to 29'
- Draft Required: 2' to 3'-6"
- Height Above Water: Typically less than 6'

- Type: Cruiser
- Lengths: 40' to 90'
- Draft Required: 3' to 5'-9"
- Height Above Water: 13' To 21'

Sport Fishing

- Type: Sport Fishing
- Length: 35' to 65'
- Draft Required: 4' to 6'
- Height Above Water: 15' to 20'

- Type: Sport Fishing
- Length: 35'- 65
- Draft: 4' to 6'
- Fixed Height Above Water: Generally 30' to 40'

Sailboats

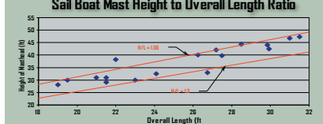
- Type: Sailing
- Overall Length
- Draft to Fin Keel
- Height from Waterline to Masthead

- Type: Sailing
- Length: 21'-6"
- Draft: 3'-0"
- Height Above Water: 29'-1"

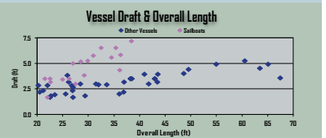
- Type: Sailing
- Length: 27'-0"
- Draft: 5'-0"
- Height Above Water: 42'

Draft / Clearance Analysis

Sail Boat Mast Height to Overall Length Ratio

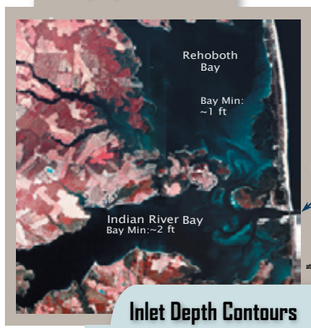


Vessel Draft & Overall Length

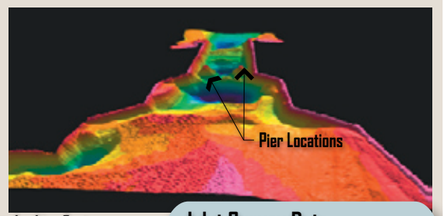


Survey Information

Bay Depth Information

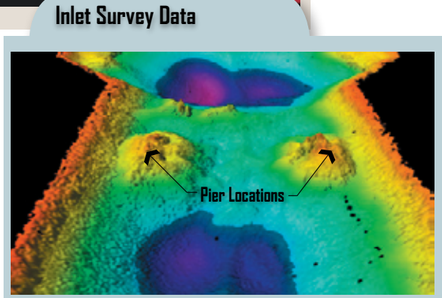


Inlet Survey Data



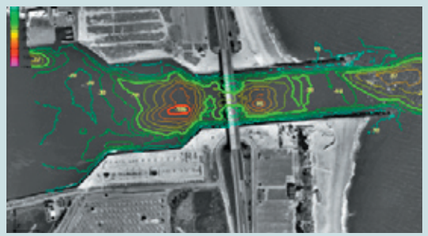
Looking East

Inlet Survey Data

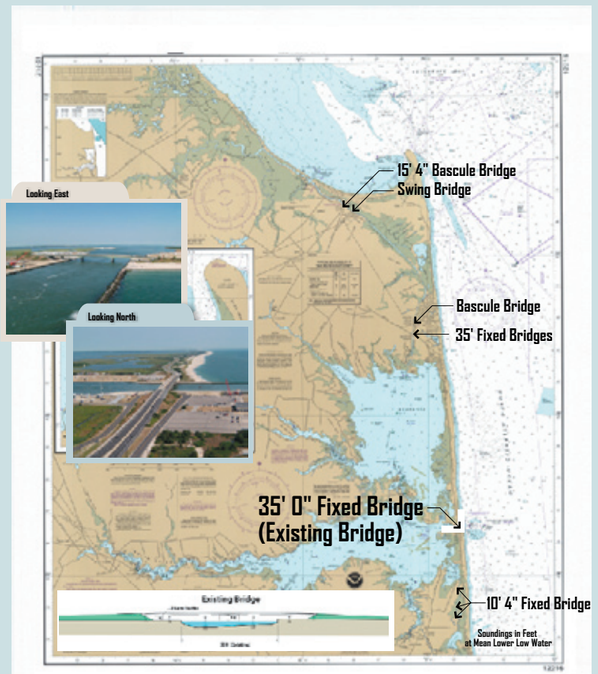


Looking West

Inlet Depth Contours



Existing Clearance Conditions



FIGG TEAM

FIGG/RK&K/KRAMER/LDR/MACTEC/MINTZ

ENVIRONMENTAL ISSUES

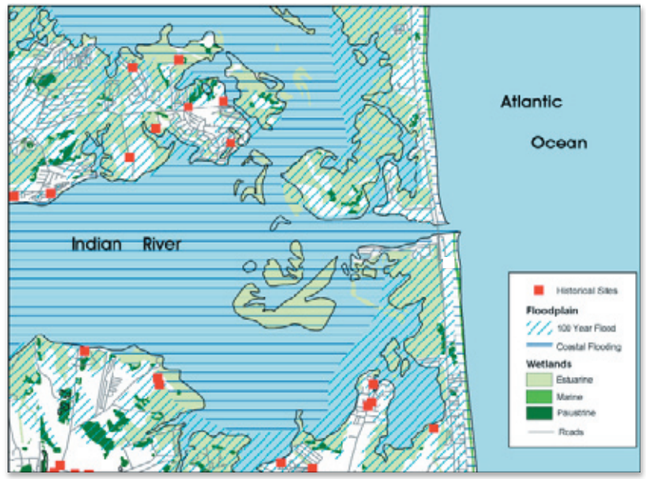
Indian River Inlet DelDOT BRIDGE

Beach Replenishment System

- *Initial Indian River Inlet Construction 1939*
- *Beach erosion issues surfaced in the 1940's*
- *Current beach replenishment system in place since the 1990's*
- *Current beach replenishment system can move up to 110,000 cubic yards of sand (280 cubic yards per hour)*

Existing Conditions

- *Cultural Resource Information (Historic Structures & Archeological Data)*
- *Wetlands Flagging and Functional Assessments*
- *Water Quality Data*
- *Park Users Data and Information (Day Use and Overnight Users)*
- *Rare threatened and Endangered Species (Federal and State Listed Species)*



Resource Agencies

- *Delaware Department of Natural Resources and Environmental Control*
- *Delaware State Historic Preservation Office*
- *Delaware Department of Agriculture*
- *US Environmental Protection Agency*
- *US Army Corps of Engineers*
- *US Coast Guard*
- *US Fish and Wildlife Service*
- *National Marine Fisheries Service*

Permit Requirements

- *US Coast Guard - Inlet navigational issues*
- *US Army Corps of Engineers - Wetland and Waters of the US issues*
- *Delaware State Historic Preservation Office - Cultural and Historic Resources*
- *Delaware Department of Natural Resources and Environmental Control regulates Coastal Zone Management program - State tidal and non-tidal wetlands, erosion and sediment control, and stormwater management*

Required Documentation

- *National Environmental Policy Act Compliance*
- *National Historic Preservation Act – Section 106 Consultation*
- *Endangered Species Act – Section 7 Compliance*
- *Parklands and Recreational Resources Issues - Section 4 (F)*
- *Section 404 of the Clean Water Act*
- *Section 10 of the Rivers and Harbors Act*

MULTI-MODAL

Indian River Inlet BRIDGE
DelDOT

Bus / Transit

DART First State Seasonal Resort Service

(Operates 7 Days a week from 7:00 AM to 2:30 AM)

- *Route 201 – Rehoboth Beach*
- *Route 202 – Dewey Beach*
- *Route 203 – North/Local*
- *Route 204 – Lewes*
- *Route 205 – Rehoboth/ Georgetown*
- *Route 207 – Rehoboth/ Long Neck (5 trips daily)*
- *Route 208 – Indian River Inlet*
- *Route 305 – Wilmington/ Dover/Rehoboth (Friday/Saturday/Sunday Service Only – 5 trips daily)*

DART First State West Sussex County Service

(Year Round - Operates Monday through Friday)

- *Route 206 – Rehoboth/ Georgetown/Rehoboth 7 trips daily from 7:00 AM to 11:00 PM*
- *Route 210 – Milford/ Ellendale/Milton/ Georgetown - 4 trips daily from 6:30 AM to 6:30 PM*
- *Route 212 – Georgetown/ Bridgeville/Seaford/Laurel - 5 trips daily from 5:00 AM to 5:00 PM*

Pedestrian / Bicycle Mobility

Project Features

- *Pedestrians / Bicyclists use the bridge to access park areas on both sides of the inlet*
- *Indian River Inlet Bridge offers scenic view for pedestrians and bicyclists*
- *SR 1 is a designated bike route and the bridge provides a "link" for bicyclists traveling between Rehoboth/ Dewey and Bethany Beach*
- *The Project will support recommendations in 2001 Sussex County Long Range Transportation Plan for improved travel alternatives in the corridor by providing:*
  - *Safe pedestrian and bicycle mobility on Indian River Inlet Bridge and along SR 1*
  - *Improved pedestrian mobility at Delaware Seashore State Park to provide better access to cross bridge to the park on each side of Indian River Inlet*
  - *Continued support of public transit services in Sussex County*

Coordination with Other DelDOT Projects

- *SR1 Rehoboth Avenue to North of US 9*
  Rehoboth to Lewes Bicycle Path
  Nassau Pedestrian and Bicycle Connection
- *Dewey Beach to Rehoboth and Lewes Canal Improvements*
  SR 24, SR 30 to SR 1

PROJECT PARAMETERS

Indian River Inlet DelDOT BRIDGE

Parameters

1. *Vital transportation link between Dewey and Bethany Beaches*
2. *Approximate main span of 1,000 ft.*
3. *No foundation elements within the inlet*
4. *Minimum vertical navigational clearance of 35 ft.*
5. *Minimum under bridge roadway vertical clearance 19.5 ft.*
6. *Bridge must accommodate possible future expansion of inlet.*
7. *Will provide 2 - 12' wide travel lanes in each direction separated by a median*
8. *Shoulders - both left and right of travel lanes in each direction*
9. *Sidewalk - provided as a seperated area from the travel lanes*
10. *Existing bridge will be demolished*

Listening Tour

COMMENTS TO DATE

We want a bridge we can all be proud of

Consider raising the height of the bridge a few feet to allow passage of more boats

Indian River Inlet Bridge

The bridge is a critical lifeline for the economy and public safety on the Delaware shore…we can't afford to have it closed, even for a day

You've got a great bridge design team…. give us your best ideas so we can respond

This is not the time to build something glitzy or "over the top"

Don't make the process too complicated …just get it done

Don't spend millions on building a higher bridge just to benefit a few boats

NEXT STEPS

Indian River Inlet BRIDGE
DelDOT

The Next Steps Will be . . .

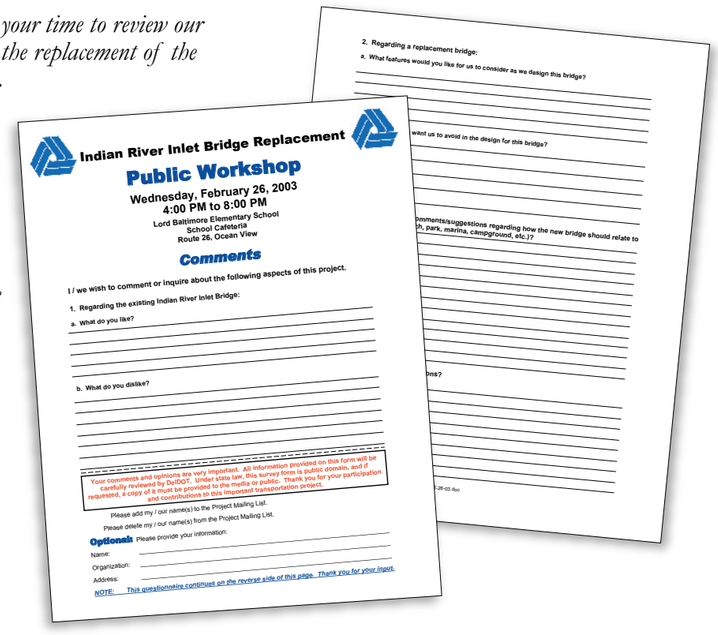
Gather Data and Input (Ongoing)	**February**
Listening Tour (Ongoing)	**February**
Design Charette # 1 *(aesthetic criteria, bridge shapes and specific concerns)*	**April**
Public Workshop #2 *(Charette #1 results and review Project Options)*	**April**
Design Charette #2 *(Inclusion of design features of selected theme from Charette #1)*	**May**
Public Workshop #3 *(Community feedback on Design Charette #2 and implementation of recommendations from Public Workshop #2)*	**May**
Public Workshop #4 *(Results of Public Workshop #3, Implementation of design features from Design Charette #2)*	**July**

Comment Form

We thank you for taking your time to review our introductory materials on the replacement of the Indian River Inlet Bridge.

Your insights and suggestions are greatly appreciated. We will carefully consider your comments.

Before you leave, please be sure to complete a Comment Form.



Completed Comment Form

You Can Make a Difference!

Place your completed comment forms here

6. COMMENTS

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

1. **Regarding the existing Indian River Inlet Bridge:**
   a. **What do you like?**

- Necessary in view of the precarious condition of current bridge
- SR1 will stay open during construction; plans for a bicycle/walking path; wider driving lanes
- No obstructions in the water
- View
- General design
- It is unobtrusive (aesthetically)
- More than 2 lanes? Provisions to widen in 30 years or more if needed?
- The panoramic view of ocean, bay, land and sky afforded as you drive over the span (headed northward particularly)
- It works.
- The unobtrusive profile against the seascape; the beautiful view driving north from the crest
- It is functional without becoming the center of things because it is not overlit at night
- It's unobtrusive & has a minimal negative impact on the beauty of the inlet, ocean, Indian River Bay, etc.
- Access to ocean; shorter route to Rehoboth & Lewes; good fishing areas
- It is a predominant landmark that acts as a gateway to the lower coastal beach areas & gives a unique vertical opportunity to grasp a momentary glance of the inland bays & ocean expanse which is otherwise obscured along the rest of the highway. We must maintain low sidewalls in order to get the most aesthetic view.
- The view, good traffic flow
- We love coming over the bridge and seeing the ocean. We always say, "This is why we moved here".
- The view. And the history of I.R. Bridge.
- Simplicity
- Very much like the open view of both the ocean & the bay – unobstructed; liked the idea that the natural environment was what was most important; liked the simpleness of the bridge – it can be enlarged for a bike path, etc. but it need not be a sophisticated structure to detract from the natural environment.
- Great view looking north towards Dewey and out over mouth of inlet; use of bridge as part of inlet sand bypass system.
- The way it blends in with the environment, the way it curves with sea & shore.
- Suspension bridge/bike & pedestrian lane increase or same for recreational camping
- Provides a beautiful view because there aren't high sidewalls or cables blocking the view.
- Clear span; cable design; lighted (I like the fact that our senator is being proactive vs. reactive on this concern)

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

1. **Regarding the existing Indian River Inlet Bridge:**
   b. **What do you dislike?**

- Not much, except that time is of the essence; loss of bridge would be disastrous
- Falling down
- Bridge height; I was going to buy a slip a few years ago near Cripple Creek but was unable to get into the bay because of the bridge.
- Besides the comparatively short working life of 40 years (a function of piers placed in the water), I dislike the extra rail on top of the side barriers which detracts from the view, and the lack of dedicated pedestrian and bike accessways.
- UGLY – can't wait to get off it when crossing – railing makes me uncomfortable; did I say DULL . . .
- Lack of pedestrian accessibility; curving roadway on approach; piers are very intimidating to boaters in rough water
- Be sure the new bridge is not lit up like a Christmas tree. It would ruin the natural look of the area. Also, it would hurt looking at stars from boats or beach. Why is there talk about widening inlet? What would happen to homes near bay waters?
- Nothing, except I understand bridge supports are gradually being undermined by the water currents and proceeding to design & build a replacement at this time is fully supported.
- Difficult channel access in certain wind conditions; should be a channel speed limit for larger boats
- No shoulders or stationary viewing opportunities
- No dislikes
- No protected walkway or bike path; no illumination or lighting
- Surface problems
- Dislike bikers did not have a lane; disliked that it was not a more signature bridge design or a possible sculptured design; disliked any rail that prevented the scene.
- Narrow pedestrian accessway is difficult to bike on – Rt 1 often too busy to safely ride bicycle in traffic lanes
- The fact that the tides are rendering the bridge unstable & unsafe.
- Nothing
- Would like to see footpaths and bike paths; not high enough for some sailboats to pass under during high tide
- Nothing!

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

2. Regarding a replacement bridge:

a. What features would you like for us to consider as we design this bridge?

- Must blend into the landscape; must provide right of way for public transportation, buses, light railway
- Bike/walk path
- Last longer than the present bridge
- Make it higher
- Need to make new bridge 10-18' higher - 45' min.; need a cycle path designed to keep foot & cycles out of the roadbed
- At least 48-50 ft. mean high tide clearance, measuring a bridge's height at mean low tide is ridiculous
- No room on highway to stop and view – if scenic view is necessary, build one
- Future motor, pedestrian, bicycle and marine traffic forecast for this vacation and retirement area
- Large lanes/streamline design; lights at night
- More comfortable approach of roadway to bridge; pleasing, low profile design; adequate height for most boat traffic
- Cable stay bridge (St. Georges)
- If possible, design should be as un-noticeable as possible so as not to detract from the beauty of the ocean, inlet & bay, etc.
- Aesthetics – enjoy the C&D canal bridge
- A low-key, unpretentious look; clean-flowing artistic arch; potential indigenous or unique aspect in its character of design that lends to Sussex County location, heritage & prosperity; bike & pedestrian & viewing accommodations
- Make sure driving view is not hampered by side guardrails
- The view of the ocean
- Safe walkways, wide enough, with lights and safe wall or rails between traffic
- 60' high; bike lane
- Bike lane; sculpture built into the walls (sandstone) – birds or fish; stone walls for the bridge (example-sandstone) to make the bridge have an old world charm; unobstructed view from bridge of bay and ocean
- Improved bicycle access; improved access to and from Rt. 1 from DSSP; low profile of bridge does not detract from the beauty of the area
- (1) Safety (2) Aestheticism – that it will blend with the curves of surrounding land & beaches (3) that it be as "low key" as possible – no suspension bridge – definitely no "Christmas tree" lights (except at Christmas!) (4) that there be a walk/bike path on part of the bridge
- Footpath; bike path
- Historical features; nautical touches; walk/bike path

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

2. Regarding a replacement bridge:

b. What would you want us to avoid in the design for this bridge?

- Avoid delays and environmental bureaucratic hang-ups
- Closure of beach/fishing areas
- Pilings in the water
- There should be no more lighting on this bridge than the existing structure. Lights on the bridge would ruin the overall atmosphere of the area at night, and make it more difficult for those who use telescopes for stargazing.
- People stop on edge of existing bridge to view
- Avoid ruining the tremendous 360º view afforded by the present span. If anything, the arch of the proposed "cable stayed" structure should afford an even better view from an automobile. Distance viewing and approach should be breathtaking!
- Lanes too close together
- Visually imposing structure
- A large EYESORE which would detract from the beauty of the surrounding area
- Creating a traffic bottleneck; more gradual incline would move traffic more smoothly
- Cookie cutter architecture/eng.; no connection to its locale; so global you could be in Florida or elsewhere
- Don't take away any parking spaces or make them farther away
- This is not a wide body of water. If it were my design, I would keep it a simple structure made of possibly a sandstone material with sculptures incorporated in some manner. This is a very natural environment not part of a city, so it should be kept simple in design. It could be a beautiful stone bridge.
- Excessive damage to wetlands on east side of Rt. 1; limit access to the inlet for fishermen and birders; creating a structure out of proportion with the surrounding environment
- Suspension cables, garish lighting
- Making it too large and overpowering
- A design that is not fitting of the area

Indian River Inlet Bridge Replacement

Public Workshop

Wednesday, February 26, 2003

COMMENTS

3. Do you have any comments/suggestions regarding how the new bridge should relate to nearby activities (beach, park, marina, campground, etc.)?

- Improvement of north/south inlet areas to be done along with bridge
- Easy, safe accessibility to the above
- DNRC is in the process of reconstruction of the marina. The new bridge needs to allow larger vessels to access the new facility.
- If existing bridge is destroyed & new bridge is moved west, what will become of parking at the inlet?
- In my opinion, the "cable stayed" bridge plan is perfect for this panoramic location because its suspension cable outline looks like the high sail outline of a sloop from a distance!
- I don't think the bridge should blend in too much. I would like for visitors to say "*Remember that cool bridge at the beach . .*"
- Obviously, ease of access to the facilities
- Cable stay bridge (St. Georges) reminds my wife and me of sails, which would complement this particular area. It probably would be a tourist attraction as well.
- Needs to provide the same easy access to these facilities, whether traveling north or south.
- Unique state park signage, colors & sense that this is a destination, not just a pass-by; more tie-in to bay/ocean attributes – Burton's Island tour by foot or kayak – fish pavilion – surfing preservation
- It would be nice to have a landing or viewing area facing east and west one on each side approx. center of bridge for sunrise/sunset photos. The state park is a popular tourist attraction and it would be great to be able to photo both sides of park.
- 60' height would increase business.
- It should complement the natural environment and the activities generated by nature.
- Should provide safe/easy access to park amenities on north and south side of inlet; screen nearby park areas from traffic noise; safe pedestrian/bicycle access for park users to safely use amenities on both sides of inlet – without having to use vehicle; include cost of replacing park facilities impacted by bridge construction in bridge budget – don't place this burden on Div. of Parks & Rec.
- Should certainly take into account the fact that there is a large park, campground & marina nearby. Motorists should have easy access.
- Make it access-friendly to the above features (exits, entrances, etc.)

4. Other comments or questions?

- Let's do it!!!!
- I'll wait for interview.
- Looks like a good start with the public. Keep it up.
- Will the roadway going to Dewey be raised to prevent further flooding?
- The C&D canal bridge is beautiful and a similar likeness would really complement a wonderful park. Thank you.
- You had a very nice presentation – very complete. You are off to a good start.
- Habitat mitigation should be confined to Indian River-Rehoboth Bay drainage – possibly including purchase or conservation easements of upland (to include forest or scrub-shrub habitat) and isolated wetland areas.
- Only one – if you widen the inlet, how will that affect back bay flooding?